

For **Car Parking Numbers** see page 25 of Design and Access Statement repeated over leaf.

CONCORDIA THEATRE : Design and Access Statement

TECHNICAL CONSIDERATIONS



Aerial View of Concordia Theatre from Stockwell Head note Upper (forecourt area) and lower (staff) car park areas and steep corner intersection

Provision Levels

As the Manual for Streets [\(MfS\)](#) and Local Transport Note 1/20 ["Cycle Infrastructure Design"](#) (LTN 1/20) emphasizes, providing well-located, safe and secure cycle parking is a major factor in encouraging people to cycle as an alternative to using the private car. As such, the parking standards in Table 27 below are the normal minimum requirements and are based on LTN 1/20. Where standards are not provided in Table 27 for a particular land use, the reader should refer to LTN 1/20 and, if not included there either, contact us for advice via the pre-application process.

Table 27: Minimum Provision for Cycle Parking		
Use class	Description of land use	Provision
E(a), E(b), some suis generis uses	Shops, cafes, restaurants, pubs and clubs	One long stay space per 500m ² gross floor area (GFA) for staff and operational use, parking to be secure and under cover. One short stay space for every 250m ² GFA for customer use to be in the form as shown in Figure 43, parking to be located in a prominent and convenient location.

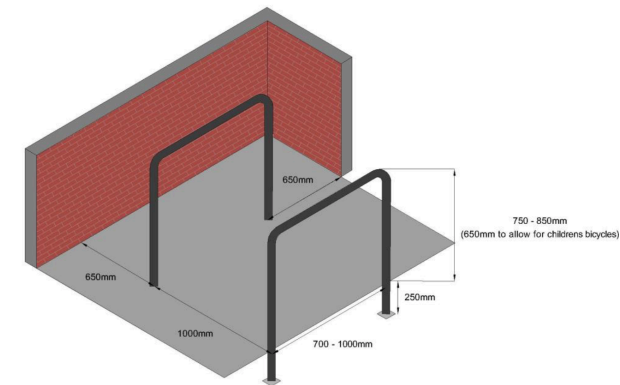


Figure 43: Sheffield stand - inset 'toast rack' type Sheffield stands can accommodate two cycles if they are placed 1m apart and at least 500mm from any wall

Leicestershire County Council highways cycle parking recommendations

SERVICING, PARKING & CYCLING

Currently there is enough on site parking for only a proportion of the staff with performers and patrons parking entirely off site. There are three parking spaces for disabled patrons although these are not ideally arranged being secured from general access by a barrier and utilising a separate public entrance to the building.

There is also a requirement for general servicing from Council Road for the collection of bins and other large scale deliveries to the Theatre. On occasion a truck wagon is parked for a period of time adjacent to the yard entrance.

The long term objective is to reconfigure these arrangement so that the majority of the “forecourt” area becomes open public space for pedestrians only. As a consequence, the three accessible parking spaces will be relocated to a barrier free location and the bins will be contained within a fenced or walled enclosure out of sight. Given the desire to restrict road traffic, the delivery of large scale objects whilst still possible in the current location will be redirected to the rear of the stage via the Stockwell Head car park.

To maintain the number of car parking spaces for staff the Stockwell Head car park will be adjusted to provide efficient parking for a similar number of cars as served today but some underutilised space will be made available to enhance the public realm and make a clearer route to the stage door area. When wagons need to be parked for a period of time this will be in the area indicated on plans to the rear of the stage, out of the way.

Currently there is no proposal to adjust the roadway crossover on Stockwell Head.

Approximate numbers of car parking spaces before and after the full implementation of proposals is as follows.

Existing Upper level car park	- 9 staff spaces and 3 accessible spaces
Proposed Upper level car park	- 0 staff spaces and 3 accessible spaces

Existing staff (Lower) car park	- 15 staff spaces.
Proposed staff (Lower) car park	- 14 staff spaces : 1 accessible spaces

To comply with Leicestershire County Council cycle parking provision guidance based on the overall floor area of the combined buildings the following will be provided:

Staff Cycle Spaces	- 8 covered spaces in the Workshop yard area.
Patron Cycle Spaces (Upper)	- 8 Sheffield stands near proposed entrance
Patron Cycle parking (Lower)	- 8 Sheffield stands near existing entrance